mencing the transportation of freight and passespond the states is no positive or reliable data upon which the communications in the about of Animary, 1844, there is no positive or reliable data upon which the communication in relation to the business transacted during that period. The record of the Urgin hay office might be suited to the transport of the transport of the passes destroyed by the camend of year, as also the official correspondence of the company, and were not lateral to the property of the common of the agents, that the company's books did not exhibit, and were not intended to exhibit, a true statement of the condition and afters of the company, and the property of the common of the comministic of the company in the property of the common of the company in the property of the common of the company of the recent agents and employed of the company, and the property of the common of the company and the property of the common of the company and the property of the property of the property of the company and the property of the property of the property of the company and the property of the

The almost positive averment of Mr. Gottel that since 1852, or about the time of his connection with the company, the average would fully equal the number of 2,0%, renders little less than irresistible the conclusion of the accuracy of the estimates. The charge for the transportation of passengers over the route, from ocean to ocean, was \$35 per head, at the

the route, from occan to occan, was \$35 per head, a commencement of the transit enterprise, and has a been varied up to the time of the dissolution of the ter. Taking the number of 2,060 as the basis at the charged, the monthly receipts of the company from bething transit for passengers alone, have amounts

charged, the monthly receipts of the company from the bethinus transit for passengers alone, have amounted to the sum of \$70,000.

The groof before the Commissioners as to the period when the transportation of specie was commenced by the company is exceedingly vague and unsatisfactory.

It is in evidence that the company, up to 1853, was limited in its sphere of operations exclusively to the business of receiving passengers and freight at the Atlantic and Pacific ports of Nicaragos, and transporting them by land and water carriage to either ocean, regardless of the manner of arrival at either of those ports. According to the spirit and intention of the charter the company confined start solely to the purpose of facilitating the lethmus transit, until the spirits of 1855, when a line of ocean elements was established, and a monopoly of the carrying business effected by the arbitrary exclusion of ocean competition and prohibition of transportation series the country, except as to freight and passengers arriving at the Atlantic and Pacific ports of the State on vessels belonging to or in the service of the company. This diversion of the legitimate aim and purpose of this company, like the commission subsequently entered into with its Parama competitor, could not fail of producing serious injury to the interests of the State, however practicals in the producing serious injury to the interests of the State, however practicals in the company.

There can be little doubt that a strict adherence to the

serious highry to the interest of the State, however privable leave have been its results to the privable fortunes of the company.

There can be little doubt that a strict adherence to the emential object of the charter—the sole business of conveying freight and passengers across the country from come to ocean, leaving the business of the ocean to world wide competition, instead of restricting it to the limits of an exclusive privilege, the only warrant for which was an act of usurpation—would not only have been far more profitable to the government, in a pecuniary consideration, but the facilities of transit between the oceans would have been immeasurably increased. It would be a reasonable supposition that the company entered into the around of competition for treasure shipments simultaneously with the organization and embarkation of its line of ocean steamers. This hypothesis is successed by so many concurring recollections in relation theoretic and fortuned by the mopiled proof contained in the suppletory statement of Mr. Gottel, that they amount in the member of the Commissioners to a mornal consection of its accuracy.

In the office of the agency at San Juan del Sur, the accommendation resistence of specie transported have been preserved only from Nevember, 1864, to March, 1866. By youd that date there is no record or memorandum, in any of the offices in Nearegua, of the amount of specie shipments.

The same difficulties encountered by the Commissioners

served only from November, 1851, to March, 1856. Beyond that date there is no record or memorandum, in any of the offices in Nicaragua, of the amount of specie shipments.

The same difficulties encountered by the Commissioners in ascertaining the mouthly average of passenger transportations equally apply, therefore, in determining the extent of this branch of the company's business.

The agregate or the sums shipped from November 5, 1854, to March 2, 1856, amounts to \$16,131,457 54, or as average per steamers—33 steamers—of \$489,013 strainers to November, 1854, from which period the Commissioners are in possession of the accountable receipts of the company, it will give as the product of the assertions to November, 1854, from which period the Commissioners are in possession of the accountable receipts of the company, it will give as the product of the assertioned product of the thirty-three according trips, exhibits for the whole period the aggregate of \$47,139 st declars. It might not be improper, in consideration of the limited details the company's agents are enabled to exhibit of its business on the lathmus, to extend this average as far back as August, 1801, the date of the commonwhere the details and sections determined product of their justification in the premediated design and sections described. The Commissioners would feel assured of their justification in the premediated design and sections decreased with the successing years. To allow credit to the government amply for the amount of species shipments for which the commissioners have the accountable receipts.

The Commissioners are fully impressed with the delication of the pears. To allow credit to the product of the form in the whole of which it has an equal interest.

The Commissioners are fully impressed with the delication the somewhat is of accident that would operate unusually spon the rights of the company to the commissioners are fully impressed with the delication the company to the countered to the responsibilities.

WYORK HERAL

WY

exhibit of Capt. Joseph N. Scott, the late general agent of the Transit Company, stationed at Punta Arenas, shows a profiliago of expenditure incompatible with the idea of a profiliago of expenditure incompatible with the idea of a profiliago of expenditure incompatible with the idea of a profiliago of expenditure for distribution of the construction of wharves and piers, and the repairs of roads and other kindred improvements, for which expenditures the povernment is not entitled to be charged. All works of this description were included in the original obligation of the company; and it would be as little reasonable to charge the State with the building of a wharf or pier as it would be the construction of any portion of the canal, or railroad or carriage road, which, by the terms of the charter, was imposed upon the company. The complete establishment or perfection of the route was contemplated by the grant to be effected by the recipients of the benefit out of their own capital, without any deduction therefor from the interest of the state in the adjustment of outlays and profile. In prosecuting these works, the company is only performing a duty which it should have accomplished at the beginning of its enterprise. In consequence of this incomplete condition of the route—through the fault of the company slone—numerous agents, employée, superintendents and laborers have been retained at a heavy expense, whereas, were of its enterprise. In consequence of this incomplete condition of the route—through the fault of the company shore—numerous agents, employes, superintendents and abovers have been retained at a heavy expense; whereas, were the necessary improvements perfected, the necessary of this predigal amount of expenditure would have been wholly obviated. To allow the company credit for those disbursements would be a palyable injustice to the State, and contrary to the meaning and intention of the charter by which their mutual rights are limited and defined.

The monthly outlay for all the expenses of the result is estimated by Captain Scott ator about \$10,000. The actual expenses, however, for transporting freight and passengers from occas to occan, and compensating nearsary agents and employes in the budiness of transportion alone, falls short of that amount by mariy \$10,000. The compensation allowed to the agents has been andersed by the Commissioners to the full extent of the ilberality of the company. Considering the number of secretaries, clerks and employes—to whom, also, have been paid large salaries—that have been retained in the employ or service of the company, it cannot but be admitted that the recompense to the principal agents has been not only liberal, but characterized by an exhibition of even nontilicent proligality. Some, and indeed many, of the expenses which have been allowed by the Commissioners, ought not, in a fair and equitable sense, to be charged against the government. They have allowed them, however, for the reason that they are unwilling to exact from the company the atricises fulliment of the conditions "nominated in the bond."

The necessary legitimate monthly disbursements for transporting freight and passuagers across the route, as made up by the Commissioners from the testimony of Captain Scott, amount to \$20,000 on the conditions "nominated in the bond."

The necessary legitimate monthly disbursements for transporting freight and passuagers across the contrary of the fath, and passuagers numerous agents, employes, superintendents and labor have been retained at a beavy expense; whereas, w

Amount due for year andHalf per cent on specie, from April to August, 1853 . 1,796 00 linerest on above from August 31, 1853, te March 1, 1856 . . 12,209 40

Aggregate of indebtedness.....\$412,589 95

Total for six months. 31 2,034
Average per trip. 504
Average per month 2,216
Combination No. of pussengers from July 31, 1854, to
June, 1855—or thirty-eight trips:— 22al

Total. \$16,137,457 62

Average per trip. \$489,013 83

AVERAGES OF SPECIE SHIPMENTS PROM NOVEMBER 5, 1854, TO

MARCH 2, 1856.

Eight trips, from Nov. 5, 1854, 604,835 05 626,854 00

Six trips, from March 9, 1855, to May 2, 1855—6 months. 1,456,829 57 242,805 00

Nine trips, from May 27, 1855, to Oct. 3, 1855—41, months. 0,936,246 70 772,917 00

Ten trips, from Oct. 17, 1855, to March 2, 1856—4 months. 2,709,546 20 270,954 00

...489,013 83

| MONTHER EPICE | PROPERTY | PROP

Agency at Castillo:— 165 66 One agent 50 00 Agency at Virgin Bay:-Agency at Virgin Bay:—

One agent. 625 00

One clerk. 150 00

One specie conductor, 175 00

One porter. 50 00

One launch and crew 200 00 1,200 0 Agency at San Juan del Sur :-

 Agency at San Juan del Sur —
 416 66

 One agent.
 180 03

 One water boat and crew.
 180 03

 One porter.
 50 00

 Lake steamer to Toro.
 2,000 00

 Wood for same.
 250 00

 One steamer in ordinary.
 250 00

 616.6

Two steamers from Castillo to Punta

Monthly aggregate of expenses......\$20,058 63

one child.
Authory Ells, cabinetmaker; had been married only a few days.
Charles Drummond, carver; leaves a wife and a small

family.

Coles, carver; had been only a short time in the shop, and but little was known of him.

Ives Leguere, a Frenchman, carver; had been only a short time employed.

The mas Gobert, a German; was a stranger.

THE CENTRAL AMERICAN QUESTION.

Our London Correspondence. London, July 4, 1856.

IONDON, July 4, 1856.

The Debate on American Affairs—The Explanation of the Voto—Palmerston's Position—Settlement of the Central American Difficulty—The Proposition of Honduras—Everything to be Selled—Hondary Affairs—Fourth of July Dinner, dc., dc.

The anticipated discussion on the recruitment question in the Commons has finally come off, on a kind of hybrid motion, by a Mr. Moore, an obscure member from Ireland. The metion, siter two nights' discussion, was negatived, by a vote of 174 to 80—most of the speakers against the government, and amongst them Mr. Gladstone, voting against the motion. The discussion, notwithstanding the apparent majority in favor of the government, has been most damaging. It has strengthened withstanding the apparent majority in layor of the government, has been most damaging. It has strengthened and confirmed the conviction in the public mind that both the government and its agents were deeply and criminally implicated in the violation of the laws and sovereignty of the United States. I doubt if there be a dozen members in the House of Commons who do not share in this conviction. How, then, it may be asked, are we to account for the

Henaid, and approved by the Times, as a good and per manent adjustment of the difficulty. That is to say demands the restitution of the islands to Honduras, the

substantiany that indicated some time ago by the Herata, and approved by the Times, as a good and permanent adjustment of the difficulty. That is to say be demands the restitution of the islands to Honduras, the State engaging to recognise and respect all rights of property or interest which have sprung up in them under English eccupation, and to receive such of the inhabitant as citizens who may thus elect, the remainder to reside on their property as British subjects, on the same focus; with foreigners in general.

To make this proposition more acceptable, Hondura-proposes to make the proposed railway through her territories from Puetro Cabalios to the Bay of Fonseca, free at dopen to the whole world, and to constitute the portal both extremities free ports. The articles to this effect drawn with the view of being appended in equations of all treaties which Honduras may make an understood to have been approved by the representatives of all the maritime Powers in London, and will, without doubt, be adopted in the treaty now in progress between that Estate and forcat Britanu. It is also indicated that the interest in the railway allotted to England, viz.—end-third—one third also being recerved for France), has already been taken up, subject only is the completion of this treaty.

Ben Leen Alvarado, appelited Minister from Hondurasto the United States, is now in London, on his way to Washington. He will probably wait the signature of the treaty of Scnor Herran, in order to propose one similar to the average of what Mr. Marcy is accustomed to call europeico in the American government. He is a most intentigent gentleman, and will form quite a contract to the average of what Mr. Marcy is accustomed to call europeico in the other hand. Mr. Marcoleta, the somewhat soll europeico in the other hand, Mr. Marcoleta, the somewhat solling the existing state of things. He, no doubt, a vonithe agitation of the question, as any discussion must end in fixing the responsibility upon him individually, when his defeat would inevi

islanders someted his processing, and he return to Mexico, the incursions from Cuba were renewed, until, finally, the islands became nearly depopulated.

Subsequently, a few Spaniards established themselves there, and made plantations, to which they retired during the sickly season on the caset, for the enjoyment of the fresh sea breeze. During the domination of the freebooters, however, in 1642, the island was captured by a denchment of that body, and from thence they darted out like hawks, upon the Spanish anips and galleons. "These pations," says the old Spanish chronicler, Juarros, were exceedingly advantageous to the pirates, because, being near the main land, they were canable to make their descents when they pleased, and intercept the commerce between the kingdom of Guatemala (as Central America was anciently called) and Spain." The evil became so great that the Vicercy of Guatemala, the Governor of Havanna, and the President of the Audiencia of Santo Domingo finally united to expel the pirates. Four ships of war were sont to the attack, but were regulated. The subsequently returned with reinforcements, and in March, 1939, after some hard lighting, drove out the

frechocters. The latter, however, carried off the few natives as alsever, and left the island of Raudan, a desert. It seems to have remined in this condition until 1742, and offects to the British crown. On that the cession of that coast to the British crown.

English fleet captured Truxillo, the point on the mainland nearest the Bay Islands, made establishments at the mouth of Black liver, and occupied and fortided Rustan. At the conclusion of the war with Spain, in 1763, a treaty was made between the two countries, by the 17th article of which it was stipulated that "the Britannis Mighest shall cause by detendended all the fortifications which other places of the territory of Spain, in 1763, at treaty was made networked that the fortifications which other places of the territory of Spain, and the second of the territory of Spain, and the world, within four months, "Ac. It seems that this treaty was not very faithfully observed, for its alleged violation by the English was a principal cause of the war which commenced in 1759, in which year the authorities of Guatemala fortibly expelled the English then established in Rustan. In the treaty of 185, it was stipulated, it would seem with special versure to these islands, that the control of the second of the second of the second of the copy of 185, it was stipulated, it would seem with special versure to these islands, that the control of the second of the sec

of nil well wishers of humanity should be earnestly directed.

I will not enter into the question whether the colonization of those islands in 1852—two years subsequently to the Clayton and Bulwer convention—be not a violation of the clause of that convention which forbids both parties to "occupy, colonize, or fortily any part of Central America." The testimony of Capt. Mitchell, that at the date of the convention the people of Rustan Mid not know under what purisdiction they lived, and that they they then existed as an independent community, under an elective government of their own, proves that subsequent British authority was an assumption against the true some and purport of the treaty of 1851. Honduras, however, does not enter into the controversy as to the significance of that treaty. Though a decision in favor of the construction in itself upon by the United States would undoubtedly have the result of retoring the island to her severeignty. Honduras however, does not enter into the controversy as to the significance of that the subsequence of the state of the controversy as to the significance of that the controversy as to the significance of that the act this been before the Court for it constructed in the act has been before the controversy of the soil and the cost of these proceedings.

RAHLROAD ACCIDENTS AND SUTS FOR DAMAGES.—The Buffalo Commercial says:—Two important suits are now pending in Buffalo, at the Superior Court, against treaty. Though a decision in favor of the construction in treaty. Though a decision in favor of the construction in the controversy as to the significance of that it is a suite of the suite

and which cannot be affected by constructions of treatie to which she is not a party. She is weak, and no warte to enforce her rights; the most she can do is to make he compaints heard, and she now stopeak to the government and people of Great Britain for justice, and that is nerous consideration which it is the duity, as it should the highest glory, of a powerful nation to extend to the wear and unfortunate. I, for one, hope, and believes the tac appeal will not be made in vain. Respectfully your LEON ALVARADO, Critzen of funderas.

LEON ALVARADO, Critzen of funderas.

THE PARISH WILL CASE.

Surrogate's Court. OPINION OF THE SURROGATE ON THE PETITION OF THE COLLECTOR OF THE ESTATE.

Before A. W. Bradford, Eng.

The Surrogate yesterday decided upon the petition of Hon. William Kent, special collector of this estate, praying for the permission of the Surrogate to commence

suit at law against Mrs. Parish, the widow of the testator to recover some \$400,000 of the assets of the estate which she had refused to deliver to him. It was admitte that during his illness she received all his income, both runcipal and interest moneys, and invested the whole and confirmed the correction in the public model that we will be a consequent of the Direct Parks. I doubt if there is a consequent of the Direct Parks. I doubt if there is a consequent of the Direct Parks are to a second for the consequent of the Direct Parks are to a second for the consequent of the Direct Parks are to a second for the consequent of the Direct Parks are to a second for the consequent of the Direct Parks are to a second for the consequent of the Direct Parks are to a second for the consequent of the Direct Parks are to a second for the consequent of the Direct Parks are to a second for the consequent of the Direct Parks are to a second for the consequent of the Direct Parks are to a second for the consequent of the Direct Parks are to a second for the consequent of the Direct Parks are to a second for the consequent of the Direct Parks are to a second for the consequent of the Direct Parks are to a second for the Consequent was for the Direct Parks are to a second for the Consequent was for the Direct Parks are to a second for the Direct Parks are to lector, restrained him from bringing actions without ny consent, he might have acted in this respect at his plea sure under the authority conferred upom him by the statute. That restraint was placed in the order more it statisty objections, that numerous prosecutions might be instituted, than from supposition on my part that it would become a necessary check against undue exertion of official power. It simply pesuponed from that time to this, the question whether the Collector should be prevented from testing the title to these gifts in a court of law. In now permitting him to bring the proposed suit, I give him no directions, but simply restore him to his statutory powers. I express no opinion whether the cause of action is well taken or not, nor do I suggest any advice as to his course; but my official duty is satisfied in saying that, as the claim has been advanced, I can see no reasonable ground for denying to the collector the opportunity of having it determined in the proper tribunal, if he shall be so advised. It is the statute which authorizes him to soe, and I simply let the statute have its course, in the absence of any sufficient cause for impeding it. The assertion of title, by way of gift, is adverse to the estate and it presents an independent legal question entirely be yond the jurisdiction of the Frobate Judge. It would be an unwarrantable assumption on my part, and certainly without a single precedent, to enjoin the officer whe represents the estate from appealing to a court of law it decide a purely legal title, upon any supposed reasons o inconvenience to the party in possession of the property. An order must, therefore, be entered allowing the collector to bring an action to test the validity of these gifts.

Close.

BOWERY THEARE — Two of Mr. Brougham's highly successful dramas, "Dombey and Son" and "David Copper field," are to be played to night by excellent casts. The author personates Cuttie and Micawber. This is a rich bill for Saturday night, when the house would be ful under airnost any circumstances.

BROADWAY VARIETIES.—The popular juveniles give their admirable representation of "ingomar, the Parbarian," for the last time this evening. Go early, if you desire seat.

or the last time this countries.

Killien's Farrise Hall —Mr. Katen, the obliging free Killien's Farrise by the way,) offers several finsurer, (an old citizen, by the way,) offers several fi tableaux for his benefit to night. His friends, with distinction of party, are requested to procure tickets a be ready for "the Election" which comes off in i

be ready for "the Election" which comes off in the course of the evening.

Woon's Misstrikis.—The extraordinary burleaque en titled "Hack Bunders," is to be produced to night, will the inimitable George as the whimsical hero. Songs of the most amusing kind precede the farce.

the most amusing kind precede the farce.

Are Slaves Passengers!

MFORTANT LEGAL DECISION UNDER AN ACT OF CONGRESS.

We learn from the Charleston papers that, in the case of the United States vs. the steamer Thomas Swan, freight boat plying between Baltimore and that city, trie in the United States pistrict Court, Judge Magrath had decided for the libelants. The Standard says.—

The Thomas Swan brought negroes to Charleston from Baltimore, belonging to Capt. Thomas Petigro. Upon he arrival she was bor fed by an inspector, and was foun not to have on board the several things required by the act of Congress for the security of passengers. A libe was filed against her on this account, and the matter was brought for adjudication into the District Court of the United States. It was there contended that, thought ansporting slaves, she was not a passenger boat in the sense contemplated by the act of Congress, and it was further contended that slaves, though property, were not passengers in contemplation of the act. But his Honor ruled that the act of carrying passengers is sufficient to bring any vessel propelled by steam within the requisitions of the law, and that as it was human lift that was intended to be preserved, the slave, though property, is yet a passenger, within the object and purpose of the act. This is the first time since it was adopted that the act has been before the Court for it construction. It was accordingly ordered that the respondents pay to the libelants the penalty of five hur dred doilars, provided in the act of Congress of the 30t August, 1852, with the costs of these proceedings.